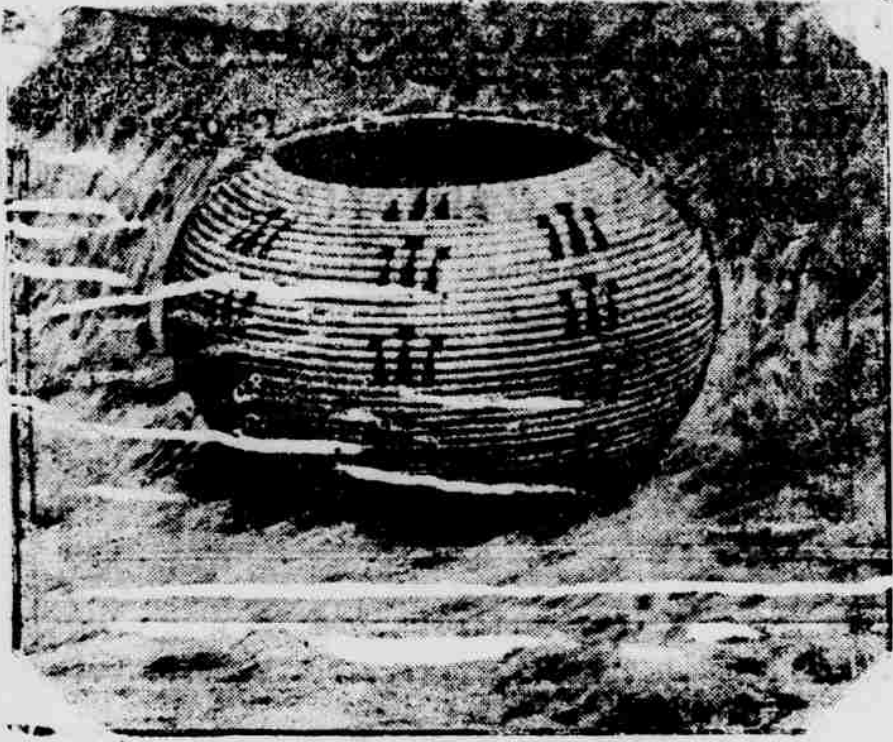




INTERSTATE COMMERCE COMMISSION ENTERS NEVADA

J. W. BROCK ACQUIRES A GEM OF DAT-SO-LA-LEE

Another famous Indian basket, the product of Dat-So-La-Lee, has gone to grace the collection of J. W. Brock, president of the Tonopah railroad company, whose home is in Philadelphia. The purchaser passed through here some days ago, and asked to see some



"The Slaying of the Snow Birds"

of the work of this famous basket maker. He picked this one, officially designated "No. 36", on account of its beauty and the legend connected with it.

In Indian lore, the design represents the killing of snow birds with the arrow, a thing that was done by

the aborigines, only when absolutely necessary to sustain human life, or in other words, in time of famine. The design carries with it a suggestion of tragedy, starvation and death, cold and misery, but the assembling of the three figures means

hope, spring, sun and warmth, and consequent relief from the rigors of winter and famine.

Mr. Brock paid a handsome sum for this gem, one of Dat-So-La-Lee's best, and left an order with the Emporium management to hold future finds for his inspection.

HE SHOT FOUR AND CUT HIS OWN THROAT

LOS ANGELES, June 21.—(Special to The Appeal) J. Kipping shot his wife and sister-in-law today in a fit of rage. His two sons were present and attempted to drive him away from the bodies of his victims by bombarding him with flat irons. He fired upon the two boys, wounding them and then went into the cellar where he cut his own throat with a razor. None of the injured is expected to recover.

HOW CARROLL WAS KILLED

J. H. Donaldson came down from the Buckeye, at Compo, this morning and gave some particulars of the dreadful accident the befell Dan Carroll at that place Monday morning.

He says that Carroll received the impact of the explosion of an entire 50 pound box of giant powder. His head and limbs were torn from his trunk and the lifeless body was picked up 150 feet from the place of explosion.

All that has been found of the head, was the lower jaw bone. The eye bin, forty feet in front of the blacksmith shop, where the stuff went off, was plastered with debris, and portions of poor Carroll's body were picked up 400 feet from the shop. The accident cast a gloom over the whole camp, for Carroll was one of the best liked men there.

At a meeting of the directors of Guggenheim mining syndicate, called for July 2, an increase of capital stock to \$22,000,000, will be authorized. The syndicate has incurred obligations in the state of Nevada, and other places to the amount of \$10,000,000, for new mines and properties.

C. M. SCHWAB WILL TRY FOR NEWLANDS' SEAT

NEW YORK, June 20.—The American says: "Charles M. Schwab, the steel magnate, will take up his residence in Nevada and be a candidate to succeed Sen. Newlands when the latter's term expires. One of Mr. Schwab's friends said:

"Mr. Schwab, after many objections has consented to allow his name to be announced as a candidate, and in a few months will become a resident of Nevada. Our purpose is to start the Schwab preliminary campaign next winter."

M'TARNAHAN BRIDGE OUT

Fire destroyed the M'Tarnahan bridge over the Carson River Wednesday and the road to Golie is lengthened just that far it takes to get across the river above or below that point.

The bridge was put in years ago, across the river, and its loss at this time is an annoyance to those that wish to travel south to the mining camps.

The Pacific Coast S. S. Co. offers an increase of half pay to men taking the places of striking sailors.

A bill introduced in congress requires railroads to check baggage to any destination on any road, when transportation of any kind is shown at the point of departure.

Two highwaymen attempted to hold up Ed. Jackman and his wife at Winnemucca last night. Jackman pulled two guns and the would be robbers backed up.

Jews in Russia have again appealed to the U. S. government to intervene for the relief of their brethren in Russia.

SUES SALT LAKE ROAD FOR VIOLATION OF THE SAFETY APPLIANCE ACT

The Interstate Commerce Commission has filed a suit against the San Pedro, Los Angeles and Salt Lake Railroad Company for violation of the national safety appliance act.

The institution of the suit is notice to the railroad corporations of the United States, that do business in this State, that they will from henceforth be compelled to comply with the laws of the United States in the conduct of their business in this as in other States.

While the present suit is in itself a minor matter, the big thing is the fact that for the first time in the history of Nevada the federal government has entered the State to afford us any relief.

U. S. District Attorney Platt, acting for the Interstate Commerce Commission filed a complaint in the U. S. District Court Wednesday evening, charging the San Pedro, Los Angeles & Salt Lake Railroad with two violations of the safety appliance act.

Inspectors for the commission have been examining the evidence, and have looked into the alleged violations of the law in the southern part of the state, and upon report to the commerce commission, Mr. Platt was instructed to prepare the complaint.

After reciting the fact that the defendant corporation is operating in the state, and the fact that a law covering the alleged violations appears on the statute books of the federal government, and that the train

MR. PLATT'S STATEMENT

Mr. Platt said to The Appeal: "The action was filed in the federal court of this district against the San Pedro, Los Angeles & Salt Lake Railroad Company, a Utah corporation doing business within Nevada, for the company's violation of an act of congress known as the Safety Appliance Act. The information was furnished the United States attorney by the Interstate Commerce Commission and the complaint was forthwith filed."

"The law which the railroad company is alleged to have violated applies to common carriers engaged in interstate commerce and requires that all cars used in such traffic be provided with impact couplers and certain safety devices for the protection of railroad employees. It appears that the railroad company neglected to meet the requirements of the law and hence the suit. A liability is attached for each violation of the act and there are two causes of action set up in the complaint."

"The complaint alleges that, 'said caboose car was used for the carriage of employees, books, records and papers necessary to the proper movement and disposition of said interstate traffic; and on or about said date, defendant hauled said caboose car as aforesaid, when and while the coupling and uncoupling apparatus on the 'B' end of said car was out of repair and inoperative, and uncoupling lever being missing from said end of said car, thus necessitating a man or men going between the end of the car to couple or uncouple them, and when and while said car was not equipped with couplers coupling automatically by impact, and which could be uncoupled without the necessity of a man or men going between the ends of the cars, as required by Sec. 2, of said Safety Appliance act, as amended in Sec. 1, of the act of March 2, 1903."

As a second cause of action the complaint alleges that on or about

March 4, 1906, the defendant railroad violated the same act by using a certain locomotive to haul certain interstate traffic over its line of railroad from Las Vegas to Caliente, in the state of Nevada, when and while the coupling apparatus on said locomotive was out of repair and inoperative, due to the absence of a certain chain making said coupler inoperative, necessitating a man or men going between the 'B' end of said locomotive and car attached, to couple or uncouple them, while said locomotive

violated the same act by using a certain locomotive to haul certain interstate traffic over its line of railroad from Las Vegas to Caliente, in the state of Nevada, when and while the coupling apparatus on said locomotive was out of repair and inoperative, due to the absence of a certain chain making said coupler inoperative, necessitating a man or men going between the 'B' end of said locomotive and car attached, to couple or uncouple them, while said locomotive

CONTROLLER DAVIS REJOICES

Controller Davis when asked his opinion of the suit said:

"It will astonish the people of Nevada that the state has at last been recognized by the Interstate Commerce Commission. Heretofore they have not regarded us as on the map

"The outcome of this suit will be watched with great interest by the people, and if the courts recognize the fact that we can depend on them for redress in railroad matters there will be more."

"The roads themselves are also beginning the importance of Nevada and its resources by a modification of rate schedules, both for passenger fares and freight rates. If the courts compel them to give Nevada people as good service as they would give other states, it will result in benefit to both parties."

"We are also fortunate at this time in having an honest and efficient U. S. district attorney in the person of Mr. Platt. This will also be regarded as something of a novelty to the people of Nevada."

"The complaint alleges that, 'said caboose car was used for the carriage of employees, books, records and papers necessary to the proper movement and disposition of said interstate traffic; and on or about said date, defendant hauled said caboose car as aforesaid, when and while the coupling and uncoupling apparatus on the 'B' end of said car was out of repair and inoperative, and uncoupling lever being missing from said end of said car, thus necessitating a man or men going between the end of the car to couple or uncouple them, and when and while said car was not equipped with couplers coupling automatically by impact, and which could be uncoupled without the necessity of a man or men going between the ends of the cars, as required by Sec. 2, of said Safety Appliance act, as amended in Sec. 1, of the act of March 2, 1903."

Plaintiff alleges that in each alleged violation, the defendant has become liable to a fine of \$100 for each violation and prays for judgment as complained.

While the acts themselves are not great, they are in violation of the safety appliance act, and such violation endangered the lives of the men on said trains and safety of the interstate traffic hauled in said trains.

The safety appliance act was passed at the instance of the labor unions of the United States, and heretofore it has been impossible for them to secure a prosecution in this state for violations of the act. This suit is therefore the more important to Nevada as it is the first to be brought, and is in effect notice to the railroads that they will be compelled to comply with the law, in this regard.

Also it is notice that the inter-

state commerce commission is waking up to the fact that this state is an important one in point of its railroads, and that hereafter the railroads will be under some sort of supervision in Nevada, as they have been elsewhere. The laws governing railroads have been honored heretofore in this state more in the breach than in the observance. Now an effort will be made to make one road at least conduct its business according to the law, and lessen the danger to working men employed, as well as to recognize the fact that in Nevada the time when they might trample on the rights of the citizens of this state has passed.

STATE WILL FIGHT THE NON-PAYING COMPANIES

SAN FRANCISCO, June 21.—Deputy Attorney General Geo. A. Sturtevant is in San Francisco today to commence the state's fight against the fire insurance concerns that have not lived up to the law. For some hours he was in consultation with Insurance Commissioner E. Myron Wolf as to the best needs of the people in this crisis, and the best means of meeting them.

"From now on it will be made the especial business of the attorney general, said Sturtevant, 'to prosecute every action by which the state can conserve the rights of the insured who lost property in the great fire. We want the smaller losers, the mechanics and retailers, who have become confused in their efforts to receive just treatment from the insurance companies, to feel that they have an office which is fighting their side of the case.'

Commissioner Wolf, and Sturtevant have decided to co-operate with the Merchants Exchange, and the Policyholders Alliance which is to be formed under the auspices of the various mercantile bodies of the city to force payment in cases where a disposition is shown to evade proper adjustment of fire losses.

Of the 120 insurance companies to whom telegrams were sent by Mayor Schmitz and Governor Pardee calling upon them for some outline of their policies relative to the payment of insurance losses in this city, forty-nine had given answers up to this afternoon. There were other answers also, but so indefinite in their terms as to be valueless.

BAD FIRE STRIKES PIOCHE

PIOCHE, Nev., June 21.—At 5:50 Wednesday morning fire broke out in Towers Cafe. The volunteer fire department worked hard to save the town but the entire block was destroyed before the firemen had the fire under control. The fire started from incendiary origin as near as can be ascertained.

HARBIN GETS ANOTHER BARGAIN

W. B. Harbin, took advantage of Ward's anxiety to sell out and raise money, and this morning Ward had the unpleasant task of hauling his fine regulator clock over to Harbin's house and setting it up.

The old regulator costs \$600 when it was brought to Carson City and has kept clocks and watches straight for a quarter of a century.

A special rate has been made from the city of 75 cents the round trip and the V. & T. will run special trains to the terminus, Minden.

Don't forget the fact that Gardnerville celebrate the Fourth of July and the advent of the railroad with bells, fire works and all sorts of stunts.

NATIONAL FIRE ANSWERS

STATES ITS POSITION ON THE SEVENTY FIVE CENT SETTLEMENTS

The following telegram has been received by Ins. Com. Davis, from the National of Hartford.

"Paying seventy five per cent where payment is desired in advance of adjustment or investigation, taking all the chances ourselves, but paying one hundred cents on all admitted claims as adjusted."

H. A. Smith. The above is from the San Francisco agent of the company. Commissioner Davis is not satisfied with this dispatch as it contains the information that they will pay "one hundred cents on all admitted claims as adjusted."

"There are two loopholes through which the company can crawl even in this agreement," said the commissioner.

"They have but to 'admit' such claims as they please and if that don't suit them they can 'adjust' them on a seventy five cent basis."

"The only clear part of the statement is that a man with a thousand dollar policy can get \$750 immediately without submitting to further delay, and by waiving all right to the remaining twenty five hundred."

"There is nothing in the dispatch to show when the remaining claims will be adjusted or admitted."

"If these companies continue their policy of quibbling, and are driven to settle equitably with their policy holders, they will be regarded as having been forced to be honest in California by the firm stand taken by Commissioner Wolfe, and sharp raps they have received at the hand of the press. They ought to see, if they had any business sense, that they are losing the confidence of the public, and that the companies who are settling without so much red tape are getting the lion's share of the business."

"The Continental made a masterly move when it began settling without quibble or evasion. Other companies might profit by its example. I have received many inquiries from policy holders who have three year contracts with companies doing business in this state, as to their course in case these companies are ordered out of the state."

"On all insurance contracts the policy holder can ask a cancellation of the contract and receive the money back for the unexpired portion or allow the policy to continue in force. The company whose license is cancelled is simply enjoined from taking any more business by the formal revocation of its license. This in no way affects the status of existing contracts."

"If they cannot settle in full the policy holder knows it when the company's license is cancelled, for no license of an honest, solvent company will be cancelled. It seems to me that the policy holder will be better off knowing the company's condition now, than when a fire comes along to test the company's ability to pay."

MISS STEWART'S CONCERT

Miss Mabel Stewart, who has been attending Mills College will give a concert in the Opera House, June 29. She will be assisted by Mrs. Dr. Cavell, as accompanist, Mrs. Dr. Berry as pianist and Miss Amy Howe as soloist. The concert will be one of merit as the performers are of the best in Carson City. Tickets are on sale at the Steinmetz drug store. Reserved seats 50 cents; general admission 25 cents.

Stockton is threatened with a flood, carried away.